



**City of Huntington Beach Planning Department**

**STAFF REPORT**

**TO:** Planning Commission  
**FROM:** Scott Hess, AICP, Director of Planning &  
Stanley Smalewitz, Director of Economic Development  
**BY:** Jennifer Villaseñor, Associate Planner *JV*  
**DATE:** October 6, 2009

**SUBJECT: ENVIRONMENTAL IMPACT REPORT NO. 08-001 (SPECIFIC PLAN NO. 5 – DOWNTOWN SPECIFIC PLAN UPDATE)**

**APPLICANT:** City of Huntington Beach, 2000 Main Street, Huntington Beach, CA 92648

**LOCATION:** The project site consists of the existing Downtown Specific Plan area. No changes to the existing specific plan boundaries are proposed.

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**STATEMENT OF ISSUE:**

- ♦ Environmental Impact Report No. 08-001 (EIR No. 08-001):
  - Analyzes the proposed general plan amendment and local coastal program amendment to reflect the various changes in land use and development standards, including proposed increases in allowable building heights and densities, as well as the reconfiguration of the existing 11 DTSP districts into seven.
  - Analyzes the proposed zoning text amendment to update Specific Plan No. 5 – Downtown Specific Plan.
  - Documents potential impacts to aesthetics, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic, and utilities and service systems.
  - Evaluates three alternatives to the proposed project.
  - Concludes that potential impacts can be mitigated to less than significant levels for the project with the exception of impacts to air quality, cultural resources, noise, and public services, which would remain significant and unavoidable.
- ♦ Staff's Recommendation:
  - Certify EIR No. 08-001 because it adequately analyzes the potential environmental impacts associated with the project, identifies project alternatives and mitigation measures to lessen the project's impacts consistent with General Plan policies, and has been prepared in accordance with the California Environmental Quality Act (CEQA).

**RECOMMENDATION:**

Motion to: "Certify EIR No. 08-001 as adequate and complete in accordance with CEQA requirements by approving Resolution No. 1635 (Attachment No. 1)."

#B-1-a

## **ALTERNATIVE ACTION(S):**

The Planning Commission may take alternative actions such as:

- A. “Continue certification of EIR No. 08-001 and direct staff accordingly.”
- B. “Deny certification of EIR No. 08-001 with findings for denial.”

## **PROJECT PROPOSAL:**

Environmental Impact Report No. 08-001 represents an analysis of potential environmental impacts associated with General Plan Amendment No. 08-007 (GPA), Local Coastal Program Amendment No. 08-002 (LCPA) and Zoning Text Amendment No. 08-004 (ZTA) that involves a City-initiated proposal to update the Downtown Specific Plan (DTSP). The project proposes to reconfigure the existing 11 Specific Plan districts into 7 districts, modify development and parking standards, including proposed increases in allowable densities and building heights and the elimination of floor area ratio (FAR) requirements, incorporate design guidelines and provide recommendations for street improvements, public amenities, circulation enhancements, infrastructure and public facility improvements and parking strategies.

The GPA proposes to amend the Land Use and Circulation Elements to reflect the various changes in land use and development standards proposed in the DTSP Update as well as the reconfiguration of the districts. Changes to the General Plan include revisions to the Land Use Map and modifications to the Land Use Schedule and Community District and Subarea Schedule and Map in the Land Use Element. The amendment to the Circulation Element includes a revision to Figure CE-9: Trails and Bikeways as a result of recommendations proposed in the DTSP Update and traffic study for the project.

The ZTA proposes to amend the existing text of the Downtown Specific Plan and the LCPA would amend the Implementation Program (IP), specifically the Downtown Specific Plan, and the Land Use Plan/Coastal Element of the City’s certified Local Coastal Program. Amendments to the Coastal Element will involve changes that are consistent with the changes to the Land Use and Circulation Elements in addition to several policies that are proposed to be updated based on proposed changes to the DTSP. The proposed LCPA is also subject to approval by the California Coastal Commission.

An analysis of the GPA, LCPA, and ZTA is presented in a companion report that will be considered by the Planning Commission after action on the EIR.

Because the Downtown Specific Plan covers a large geographical area and provides the framework for development in the area over a 20-year period, a program-level EIR was prepared pursuant to the California Environmental Quality Act (CEQA). Although the DTSP Update does not propose development, the following net new development potential, which was determined based on a study that analyzed market demand of a range of land uses that could potentially be developed in the DTSP area over a 20-year period, provided a development threshold for analyzing environmental impacts in the EIR:

**TABLE 1 - New Development Maximum Potential**

<b>Land Use</b>	<b>Maximum Development</b>
Retail	213,467 square feet
Restaurant	92,332 sq.ft.
Office	92,784 sq.ft.
Cultural Facilities	30,000 sq.ft
Residential	648 units (minimum 324,000 s.f.)
Hotel	235 rooms (approx. 160,000 s.f.)
<b>Total</b>	<b>912,583 s.f.</b>

The EIR provides a discussion of impacts by issue area and provides mitigation measures, where appropriate. Specific issue areas discussed in the EIR include: aesthetics, air quality, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, transportation/traffic and utilities and service systems. An analysis of alternatives to the proposed project and long-term implications resulting from project implementation are also provided.

The EIR consists of two volumes. Volume I is the Draft EIR and Appendices that were circulated for a minimum 45-day public review period. Volume II is titled the Final EIR and includes the comments received during the public review period, responses to those comments and text changes to the Draft EIR (Volume I) to clarify or correct information in response to comments or as identified as necessary by staff. These volumes are referenced as Attachment No. 2 to this staff report.

### **Background:**

The DTSP was originally adopted on November 16, 1983 to encourage revitalization of the downtown area by promoting a mix of commercial, residential and recreational uses that would be able to take advantage of the area's proximity to the ocean. At the time, the goal of the DTSP was to change the image of the downtown area and establish the framework for both public and private improvements to create a vibrant and viable downtown. The document has been amended several times over the past two and a half decades, most recently in 2007. The last comprehensive update of the DTSP was in 1995, which introduced the "Village Concept" for downtown development. The 1995 "Village Concept" amended development standards and regulations to scale back the intensity of development in the DTSP area and encourage more pedestrian-scale development. The 1995 "Village Concept" also encouraged a balance between serving the residential uses within and surrounding the downtown while allowing for the expansion of visitor activities.

The 1995 update of the DTSP adopted the Downtown Parking Master Plan that established shared parking regulations and identified development thresholds (maximum - 500,000 square feet) based on parking supply for the downtown core area. The Downtown Parking Master Plan provided a strategic approach to parking for development in the downtown area. The Downtown Parking Master Plan utilizes shared parking concepts and reduced parking ratios for the core commercial area in the DTSP. The shared parking concept allows one parking space to serve two or more individual land uses without conflict due to variations in peak parking demands (e.g., seasonal uses, days of week, hours of day). The Downtown Parking Master Plan identifies development thresholds for various land uses that must be monitored in order for the Plan to work effectively. Initially, the Downtown Parking Master Plan identified an overall

development threshold of 500,000 square feet. In 2000, the Downtown Parking Master Plan of the DTSP was revised to establish the development thresholds (maximum - 715,000 square feet) for the downtown core area that are currently identified in the DTSP today. The development thresholds established within the Downtown Parking Master Plan area were established based on existing available parking. This allowed new development to occur without the provision of additional parking, provided that the proposed development did not exceed established thresholds.

In 2006, the City Council, in accordance with adopted Strategic Plan goals and objectives, directed staff to initiate an update to the DTSP because current development in the DTSP has reached the established thresholds constraining development and redevelopment in the DTSP area. In July 2007, the Redevelopment Agency approved a contract with RRM Design Group to provide consulting services for the preparation of the DTSP Update. In addition, Kimley-Horn was contracted as the City's parking and traffic consultant on the project.

## **ISSUES:**

### **Subject Property Land Use, Zoning, and General Plan Designations:**

The 336-acre DTSP area is zoned SP5-CZ (Specific Plan No. 5 – Coastal Zone) and consists of 11 districts within the specific plan area. The General Plan land use designations for the existing 11 districts are listed in Table 2 as follows:

**TABLE 2 – Existing DTSP General Plan Land Use Designations**

<b>Existing DTSP District</b>	<b>General Plan Land Use Designation</b>
District 1 – Visitor-serving Commercial	Mixed Use Vertical - 1.5 FAR (MU)-0.35(C)/25 du/acre – design overlay – specific plan overlay (MV-F8-d-sp)
District 2 – Residential	Residential High Density – 30 units per acre – design overlay – specific plan overlay (RH-30-d-sp)
District 3 – Visitor-serving Commercial	Mixed Use Vertical -3.0 FAR (MU)-3.0 (C)/30 du/acre – specific plan overlay – pedestrian overlay (MV-F12-sp-pd)
District 4 – Mixed-Use; Office Residential	Mixed Use Horizontal -1.25 FAR – 30 du/acre – specific plan overlay – pedestrian overlay (MH-F4/30-sp-pd)
District 5 – Mixed-Use; Commercial/Office/Residential	Mixed Use Vertical - 2.0 FAR – 25 du/acre – specific plan overlay – pedestrian overlay (MV-F6/25-sp-pd)
District 6 – Mixed-Use; Commercial/Office/Residential	Mixed Use - 2.0 FAR (MU)-2.0 (C)/25 du/acre – specific plan overlay – pedestrian overlay (M-F11/25-sp-pd); Public (P)
District 7 – Visitor-serving Commercial	Commercial Visitor – 3.0 Floor Area Ratio (FAR) – specific plan overlay (CV-F7-sp)
District 8 – High Density Residential	Residential High Density – 30 units per acre – specific plan overlay (RH-30-sp)
District 9 – Commercial/Recreation	Commercial Visitor – 3.0 Floor Area Ratio (FAR) – specific plan overlay (CV-F7-sp)
District 10 – Pier-related Commercial	Commercial Visitor-design overlay (CV-d)
District 11 – Beach Open Space	Open Space – Shore (OS-S)

## **General Plan Conformance:**

The EIR is consistent with the goals, policies and objectives of the City's General Plan as follows:

### **A. Air Quality Element**

Goal AQ 1: Improve regional air quality by a) decreasing reliance on single occupancy vehicular trips, b) increasing efficiency of transit, c) shortening vehicle trips through a more efficient jobs-housing balance and a more efficient land use pattern, and d) increasing energy efficiency.

Policy AQ 1.8.1: Continue to enforce construction site guidelines that require truck operators to minimize particulate emission.

Policy AQ 1.8.2: Require installation of temporary construction facilities (such as wheel washers) and implementation of construction practices that minimize dirt and soil transfer onto public roadways.

Policy AQ 1.10.1: Continue to require the utilization and installation of energy conservation features in all new construction.

The EIR recommends Mitigation Measure 4.2-1 to improve air quality emissions during construction. The mitigation measure identifies Best Available Control Measures (BACMs) to minimize construction dust, exhaust emissions from construction equipment and VOC emissions from paint and architectural coatings. The EIR also discusses requirements for all projects to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would also reduce short-term/construction emissions. However, even with the implementation of the mitigation measures and regional requirements, NOx emissions would remain above the thresholds established by the SCAQMD and would remain significant and unavoidable. Mitigation Measure 4.2-12 requiring transportation demand management (TDM) measures and energy efficient measures would reduce criteria pollutants from long-term/operational aspects of development in the DTSP area to an extent, but not to a less than significant level. The EIR determined that implementation of the DTSP Update project will generate emissions that exceed the thresholds of significance for both ROG and PM<sub>10</sub> resulting in significant and unavoidable impacts. Consequently, project-specific impacts that are significant and unavoidable remain significant and unavoidable when studied in a cumulative sense as well.

The EIR concluded that construction and operation of projects in the DTSP area would contribute to greenhouse gas emissions, particularly from mobile sources such as motor vehicles traveling to and from the site and stationary sources such as natural gas combustion for heating and electricity consumption. The EIR recommends mitigation measures that are consistent with measures recommended by the California Climate Action Team and California Air Pollution Control Officers Association to reduce greenhouse gas emissions. In addition, the DTSP Update requires all projects to incorporate sustainable building practices, which may include energy conservation measures.

## B. Circulation Element

Goal CE 2: Provide a circulation system which supports existing, approved and planned land uses throughout the City while maintaining a desired level of service on all streets and at all intersections.

Policy CE 2.1.1: Maintain a city-wide level of service (LOS) not to exceed LOS “D” for intersections during the peak hours.

The EIR includes a detailed traffic analysis of the proposed project and cumulative development. The traffic analysis included a detailed assessment of existing traffic conditions as well as Year 2020 with Project and Year 2030 with Project conditions. The traffic analysis studied 24 intersections, four network alternatives and pedestrian-only phased signal improvements at Pacific Coast Highway and 1<sup>st</sup> Street and Pacific Coast Highway and 6<sup>th</sup> Street. With implementation of mitigation measures, all impacts related to traffic from implementation of the DTSP Update can be mitigated to a less than significant level.

Objective CE 2.3: Ensure that the location, intensity and timing of new development is consistent with the provision of adequate transportation infrastructure and standards as defined in the Land Use Element.

Policy CE 2.3.1: Require development projects to mitigate off-site traffic impacts and pedestrian, bicycle, and vehicular conflicts to the maximum extent feasible.

The EIR studied four network alternatives, pedestrian-only phased signal improvements and other circulation improvements proposed in Chapter 5 – Circulation and Parking of the DTSP Update. The analysis concluded that the circulation improvements proposed in the DTSP Update would not introduce design features incompatible with current circulation patterns.

## C. Coastal Element

Goal C 1: Develop a land use plan for the Coastal Zone that protects and enhances coastal resources, promotes public access and balances development with facility needs.

Objective C 1.1: Ensure that adverse impacts associated with coastal zone development are mitigated or minimized to the greatest extent feasible.

Policy C 1.1.1: With the exception of hazardous industrial development, new development shall be encouraged to be located within, contiguous or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services, and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources.

The proposed LCPA reflects the changes to the Land Use and Circulation Elements as a result of changes that are proposed in the DTSP Update. The DTSP Update does not propose changes to the existing districts of the DTSP that encompass the beach and pier. However, the DTSP does propose to allow tiered beach parking structure on the existing beach surface parking lots. The provisions of the

DTSP require that any tiered beach parking or parking structure shall not result in the loss of recreational sand area and the top of such structures shall be located at the same elevation of the sidewalk adjacent to Pacific Coast Highway or a minimum of one foot below the maximum height of the adjacent bluff to ensure that coastal resources are protected. The EIR recommends mitigation measures that would reduce adverse impacts to the greatest extent feasible. However, the EIR identifies four areas in which impacts, with mitigation, would be significant and unavoidable.

The EIR analyzes environmental impacts from net new development that is anticipated to occur over a 20-year period. The DTSP area is generally built-out and net new development would occur on scattered vacant lots, underutilized parcels and redevelopment of existing parcels. The EIR concludes that adequate public services would be available to serve the new development that is anticipated, with the exception of Fire services, which may require upgrades to existing facilities and staffing levels as new development occurs. Because the extent of needed upgrades is unknown at this time, impacts to Fire services were determined to be significant and unavoidable. In addition, future projects would be required to connect to existing infrastructure and, if necessary, upgrades would be required at the time development is proposed. Each project would be reviewed to determine if upgrades or improvements would be required. Finally, a water supply assessment was prepared for the DTSP Update, which concluded that water supply is available to accommodate the net new development anticipated in the DTSP area.

#### D. Environmental Hazards Element

Goal EH 1: Ensure that the number of deaths and injuries, levels of property damage, levels of economic and social disruption and interruption of vital services resulting from seismic activity and geologic hazards shall be within acceptable levels of risk.

Objective EH 1.1: Ensure that land use planning in the City accounts for seismic and geologic risk, including groundshaking, liquefaction, subsidence, soil and slope stability and water table levels.

Objective EH 1.2: Ensure that new structures are designed to minimize damage resulting from seismic hazards, ensure that existing unsafe structures are retrofitted to reduce hazards and mitigate other existing unsafe conditions.

Policy EH 1.2.1: Require appropriate engineering and building practices for all new structures to withstand groundshaking and liquefaction such as stated in the Uniform Building Code.

The EIR analyzed potential impacts related to environmental hazards. Development as a result of implementation of the proposed DTSP Update would expose people and/or structures to potentially adverse effects from seismic activity, groundshaking, or liquefaction. Code Requirement 4.4-1 and Mitigation Measure 4.4-1 require that development projects submit a grading plan containing the recommendations of the final required soils and geotechnical analysis that would reduce a project's impacts from seismically induced groundshaking and related ground failure to a less than significant level.

Goal EH 3: Ensure the safety of the City's businesses and residents from methane hazards.

Objective EH 3.2: Minimize methane hazards in the identified Methane Overlay District, and other areas outside the Methane Overlay Districts as may later be defined, through the regulation of construction and adherence to the City's Methane Hazard Mitigation Plan.

Policy EH 3.2.2: Establish, enforce, and periodically update testing requirements for sites proposed for new construction within the identified Methane Overlay District.

The entire DTSP area is located within a Methane Overlay District as identified in the General Plan. The Fire Department requires a developer to implement a site soils testing plan at a project site in accordance with standard City specification No. 429 to determine the presence of methane gas. If methane gas is detected, a Remediation Plan would be required, subject to review and approval by the Fire Department.

E. Environmental Resources/Conservation Element

Goal ERC 2: Protect and preserve significant habitats of plant and wildlife species, including wetlands, for their intrinsic values.

Policy ERC 2.1.10: Conduct construction activities to minimize adverse impacts on existing wildlife resources.

Mitigation Measure 4.14-1 requires nesting surveys for sensitive or protected migratory avian species prior to the onset of ground disturbance activities, including impact-avoidance measures, to ensure that the substantial loss of these species will not occur.

F. Growth Management Element

Goal GM 1: Provide adequate police services to meet the needs of the City's population.

Policy GM 1.1.7: Ensure that new development site design incorporates measures to maximize policing safety and security.

Goal GM 2: Provide adequate fire and paramedic services to meet the needs of the City's population.

Policy GM 2.1.2: Provide a 5-minute response time for emergency fire services at least 80 percent of the time.

Policy GM 2.1.3: Provide a 5-minute response time for paramedic services at least 80 percent of the time.

Policy GM 2.1.4: Ensure that new development site design incorporates measures to maximize fire safety and prevention.

The EIR includes an analysis of potential impacts related to police and fire services and both departments were consulted in the preparation of the EIR. Implementation of the proposed project



would not require any new or physically altered police facilities to maintain adequate response time and staffing. To maximize policing safety and security, Mitigation Measure MM 4.10-1 is recommended requiring that all projects be designed to provide for safety measures such as alarm systems and security lighting subject to review by the Police Department. Code Requirement 4.10-1 requires all projects to incorporate fire protection improvements, including access requirements and modernization of existing equipment/systems, subject to review by the Fire Department. The Fire Department indicated that new development that would occur as a result of the DTSP Update would require a proportionate increase in Fire Services to maintain acceptable response times. Although, the Fire Department currently operates within acceptable levels of service, the Fire Department has indicated that the closest station to the DTSP area, Fire Station 5 located at 530 Lake Street, is currently operating at maximum response times. Recommended mitigation measures would require that fees collected from projects would be deposited into the City's General Fund and allocated to City services to ensure that the DTSP area is served within acceptable response times and adequate staffing and equipment levels are maintained. However, because additional fire personnel, facilities or equipment may be needed for future development projects, and it is unknown where or how these additions may be provided, the EIR concludes that impacts on Fire Services are significant and unavoidable.

G. Hazardous Materials Element

Goal HM 1: Reduce, to the greatest degree possible, the potential for harm to life, property, and the environment from hazardous materials and hazardous waste.

Objective HM 1.1: Promote the proper handling, treatment and disposal of hazardous materials and hazardous waste.

Mitigation Measures 4.5-1 and 4.5-2 ensure remediation of contaminated soils containing hazardous materials, if any, prior to development of a proposed project and by providing supplemental procedures in the event of unanticipated discoveries of contaminants during construction.

H. Historic and Cultural Resources Element

Objective HCR 1.1: Ensure that all of the City's historically and archaeologically significant resources are identified and protected.

The EIR documents all recorded archaeological sites in the vicinity of the project. Although three archeological sites have been recorded in the DTSP area, these sites no longer exist. As a conservative measure, the EIR recommends Mitigation Measures 4.3-2 and 4.3-3 in the event that resources are uncovered during site work. The EIR also identifies historic resources that are listed or eligible for listing on the National Register of Historic Places in addition to local landmarks that are listed in the Historic and Cultural Resources Element of the General Plan. Mitigation Measure 4.3-1 requires projects that propose development on properties listed on any national or state register of historic places or in the Historic and Cultural Resources Element to submit a report from a qualified architectural historian regarding the significance of existing structures on the project site. Based on the findings of the report, further mitigation may be required. However, because it is unknown if future development projects would result in removal or demolition of historic resources, including

those that are not yet recorded, impacts to historic and cultural resources are significant and unavoidable even with mitigation.

I. Housing Element

Goal H 2: Provide adequate housing sites to accommodate regional housing needs.

Goal H 3: Assist in development of affordable housing.

The EIR includes an analysis of the City's Regional Housing Needs Assessment (RHNA) future housing need as determined by SCAG population projections. Under the existing land use designations, residential uses are permitted within mixed-use and residential districts. However, development under the existing specific plan is constrained. The DTSP Update anticipates 648 residential units during the life of the Plan, which would provide needed housing for the City and the region, contributing to the City's progress towards meeting its RHNA numbers. Projects would also be required to comply with the City's affordable housing requirements, ensuring development of affordable housing within the DTSP area.

J. Land Use Element

Goal LU 2: Ensure that development is adequately served by transportation infrastructure, utility infrastructure, and public services.

Policy LU 2.1.2: Require that the type, amount, and location of development be correlated with the provision of adequate supporting infrastructure and services (as defined in the Circulation and Public Utilities and Services Elements of the General Plan).

Policy LU 2.1.6: Monitor the capacities of other infrastructure (water, sewer, and other) and services and establish appropriate limits on development should their utilization and demands for service exceed acceptable levels of service.

The EIR analyzes the proposed project's impact on supporting infrastructure and services and found that the demand of the project would be less than significant through implementation of code requirements and mitigation measures, with the exception of impacts related to Fire services. Mitigation Measure 4.13-5 requires the preparation of a sewer study for individual projects to verify that water pipes will be available to adequately support each project.

Mitigation Measures 4.6-1 and 4.6-3 ensure that runoff from future projects are treated prior to discharge into the City storm drain system. Implementation of existing regulations along with Mitigation Measures 4.6-1 and 4.6-3 would reduce potential pollutant loads and ensure that appropriate construction and operation of stormwater treatment control Best Management Practices (BMPs) are used. Existing regulatory requirements would ensure that construction of any stormwater drainage facilities would not result in substantial environmental effects and potential impacts would be less than significant. Water supply analyses conclude that development from implementation of the DTSP Update would not result in significant impacts on water supply.

## K. Noise Element

Goal N 1: Ensure that all necessary and appropriate actions are taken to protect Huntington Beach residents, employees, visitors, and noise sensitive uses from the adverse impacts created by excessive noise levels from stationary and ambient sources.

Policy N 1.2.1: Require, in areas where noise levels exceed an exterior  $L_{dn}$  of 60 dB(A) and an interior  $L_{dn}$  of 45 dB(A), that all new development of “noise sensitive” land uses, such as housing, health care facilities, schools, libraries, and religious facilities, include appropriate buffering and/or construction mitigation measures that will reduce noise exposure to levels within acceptable limits.

Policy N 1.2.3: Require development, in all areas where the ambient noise level exceeds an  $L_{dn}$  of 60 dB(A), to conduct an acoustical analysis and incorporate special design measures in their construction, thereby, reducing interior noise levels to the 45 dB(A)  $L_{dn}$  level.

The EIR includes a noise analysis consistent with CEQA requirements. The EIR includes a mitigation measure that requires a noise assessment with noise reduction measures for commercial and mixed use projects within 50 feet of residential uses to ensure compliance with the City’s Noise Ordinance. In addition, mixed use projects would be required to locate noise generating equipment, such as air conditioning units and exhaust fans, away from residential units to the extent possible per the proposed provisions of the DTSP Update. In addition, projects would be required to minimize noise transmission between commercial and residential uses through the use of building materials to mitigate sound transmission or configuration of interior spaces to minimize sound amplification. With these requirements, the impact on ambient noise levels associated with implementation of the project would be less than significant.

Policy N 1.2.5: Require development that generates increased traffic and subsequent increases in the ambient noise levels adjacent to noise sensitive land uses to provide for appropriate mitigation measures in accordance with the acceptable limits of the City noise ordinance.

Increases in traffic as a result of the project could increase the ambient noise levels for residential uses adjacent to the streets within the 65 CNEL noise contour, specifically Pacific Coast Highway, Main Street and Goldenwest Street. The EIR recommends a mitigation measure that requires a noise assessment and noise reduction measures for projects proposed with residential uses along these streets. The mitigation measure would ensure that sensitive land uses would not experience significant noise levels in accordance with General plan policies.

Objective N 1.6: Minimize the impacts of construction noise on adjacent uses.

Policy N 1.6.1: Ensure that construction activities be regulated to establish hours of operation, to prevent and/or mitigate the generation of excessive or adverse noise impacts through the implementation of the existing Noise Ordinance and/or any future revisions to the Noise Ordinance.

Under the City’s Municipal Code, construction activities can only occur between the hours of 7:00 AM and 8:00 PM from Monday through Saturday. Future projects will be required to adhere to these requirements in order to mitigate excessive or adverse noise sources associated with construction

activities. Mitigation Measure 4.8-1 and Code Requirement 4.8-1 ensure that impacts associated with construction activities resulting from implementation of the proposed project are minimized to the maximum extent feasible. However, even with limitations on pile driving activities, a temporary increase in ambient noise levels will occur and is considered significant and unavoidable.

L. Public Facilities and Services Element

Objective PF 1.1: Provide adequate police facilities and personnel to correspond with population and service demands, and provide protection for the community from illicit activities and crime.

Policy PF 1.3.2: Ensure that new development and land use proposals are analyzed to determine the impact on their operators, occupants, visitors, or customers may have on the safety and welfare of the community.

The EIR includes an analysis of impacts to police facilities and services. Implementation of the proposed project would not significantly impact the level of service delivery for the project area and would not require any new or physically altered police facilities to maintain adequate response times and staffing. However, to further ensure the safety of residents in future developments, Mitigation Measure MM 4.10-1 is recommended requiring that all projects be designed to provide for safety measures such as alarm systems and security lighting subject to review by the Police Department.

Goal PF 2: Ensure adequate protection from fire and medical emergencies for Huntington Beach residents and property owners.

Policy PF 2.3.1: Continue to require all structures to follow all State and nationally recognized fire codes.

The EIR includes an analysis of impacts related to Fire Department services and emergency response. Code Requirement 4.10-1 requires all projects to incorporate fire protection improvements, including access requirements and modernization of existing equipment/systems, subject to review by the Fire Department. The Fire Department indicated that new development that would occur as a result of the DTSP Update would require a proportionate increase in Fire Services to maintain acceptable response times. Although, the Fire Department currently operates within acceptable levels of service, the Fire Department has indicated that Fire Station 5, the closest station to the DTSP area, is currently operating at capacity. Recommended mitigation measures would require that fees collected from projects would be deposited into the City's General Fund and allocated to City services to ensure that the DTSP area is served within acceptable response times and adequate staffing and equipment levels are maintained. However, because additional fire personnel, facilities or equipment may be needed for future development projects, and it is unknown where or how these additions may be provided, the EIR concludes that impacts on Fire Services are significant and unavoidable.

Policy PF 4.2.3: Ensure that development shall not occur without providing for adequate school facilities.

The EIR includes an analysis of potential impacts to schools. The EIR documents that direct population growth resulting from the proposed project would not have an impact on the capacity of

schools within the schools serving the project site. With the implementation of Code Requirements 4.10-2 and 4.10-3, fees collected would offset any additional increase in educational demand at the elementary school, middle school, and high school levels serving the DTSP area.

*Objective PF 5.1:* Provide adequate library service that responds to the needs of the community.

The EIR includes an analysis of potential impacts to library service. The existing library facilities are reasonably adequate to accommodate the increase in users from the proposed project. However, implementation of Code Requirement 4.10-5, payment of library and community enrichment impact fees, would ensure that library services would be adequate as growth occurs in the DTSP area. In addition, the proposed Cultural Arts Subdistrict, which is located in part on the existing Main Street Branch Library site, lists libraries as a permitted use and would allow for continuation of the library use on the site. This subdistrict reduces the number and type of uses that could be permitted on the library site from the existing DTSP and restricts the allowable uses to cultural arts-related and accessory uses, in addition to continuation of the existing library use.

M. *Recreation and Community Services Element*

*Policy RCS 2.1.1:* Maintain the current park per capita ratio of 5.0 acres per 1,000 persons, which includes the beach in the calculation.

The EIR analyzes the project's potential impacts on recreation opportunities in the DTSP area. Code Requirement 4.11-1 ensures that recreational opportunities are provided through dedication of land or payment of fees to acquire, develop, improve, and expand the City's open space and parklands inventory.

N. *Urban Design Element*

*Goal UD 1:* Enhance the visual image of the City of Huntington Beach.

Implementation of the project will change the visual character of the area and introduce new sources of light and glare. The EIR analyzes the potential impacts associated with these changes, including an analysis of impacts to scenic resources and vistas, particularly the beach, pier and Pacific Ocean.

In terms of impacts on the existing visual character of the DTSP area, the EIR concludes that although the DTSP Update would result in more intense development due to increased density and building height allowances. However, proposed design guidelines, which encourage project designs to connect to the beach and "Surf City" theme of the DTSP area, and development standards, which require residential buffers and upper story setbacks, would reduce potential impacts to a less than significant level and ensure high quality designs and aesthetically appealing projects in the DTSP area.

O. *Utilities Element*

*Policy U 1.1.1:* Monitor the demands on the water system, manage the development to mitigate impacts and/or facilitate improvements to the water supply and distribution system, and maintain and expand water supply and distribution facilities.

Policy U 1.3.2: Continue to require the incorporation of water conservation features in the design of all new and existing uses such as the use of native plants, low flow toilets and water efficient appliances.

The EIR includes an analysis of the project's impact on water supply. The Final EIR includes additional water supply analyses to further support the conclusions of the draft EIR. Implementation of the proposed project would result in an increase in water demand. To minimize the amount of water required to serve the anticipated development potential, consistent with the City's conservation programs and statewide efforts, a mitigation measure is recommended requiring each individual project to implement separate water conservation measures to comply with statewide water conservation goals of a 20 percent reduction in water use. To ensure adequate water supply for future developments, and to be consistent with Senate Bill 610 and Senate Bill 221, a separate water supply assessment will be required for all projects that propose residential development of more than 500 dwelling units, a commercial building greater than 250,000 sq.ft, a hotel or motel with more than 500 rooms, or a project creating the equivalent demand of 500 residential units.

Policy U 1.2.2: Require new developments to connect to the sewer system.

Policy U 2.1.6: Require that sewer capacity is available before building permits are issued for new development.

Implementation of the proposed project could require new sewer connections and construction of new or expanded wastewater conveyance systems for future developments. Projects would be required to pay a fee for connection to the Orange County Sanitation District, based on the increase in anticipated use of the sewage system. The fee ensures that all users pay their share of any necessary expansion of the system, including expansion of wastewater treatment facilities. Mitigation Measure 4.13-5 requires the preparation of a sewer study for individual projects to verify that water pipes will be available to adequately support each project.

Policy U 3.1.6: During development review, determine if any structures meant for human habitation are constructed within the 100-year flood plain. If necessary, evaluate the structures' flood safety, and require remedial actions.

The EIR indicates that the majority of the DTSP is located in flood zone X and is outside of the 100-year flood plain. The EIR also recommends Mitigation Measure 4.6-2, which requires hydrology and hydraulic studies for all projects including an analysis of 10-, 25- and 100-year storms and back-to-back storm events.

Objective U 3.3: Ensure that storm drain facilities (channels and outputs) do not generate significant adverse impacts on the environment in which the facilities traverse or empty.

Mitigation Measures 4.6-1 and 4.6-3 ensure that runoff from future projects are treated prior to discharge into the City storm drain system. Implementation of existing regulations along with Mitigation Measures 4.6-1 and 4.6-3 would reduce potential pollutant loads and ensure that appropriate construction and operation of stormwater treatment control Best Management Practices

(BMPs) are used. Existing regulatory requirements would ensure that construction of any stormwater drainage facilities would not result in substantial environmental effects and potential impacts would be less than significant.

**Zoning Compliance:** Not applicable.

**Urban Design Guidelines Conformance:** Not applicable.

**Environmental Status:**

In accordance with the California Environmental Quality Act (CEQA), EIR No. 08-001 was prepared by Hodge & Associates/RRM Design Group to analyze the potential environmental impacts associated with implementation of the proposed project as well as identify appropriate mitigation measures. The Draft EIR was distributed to the Planning Commission for review at the start of the 45-day public comment period on July 20, 2009. The Final Draft EIR, including the Response to Comments and all text changes, was distributed to the Planning Commission and posted on the City's website on September 25, 2009.

The document must be adopted and certified by the Planning Commission prior to any action on General Plan Amendment No. 08-007, Local Coastal Program Amendment No. 08-002 and Zoning Text Amendment No. 08-004. The procedure that was followed during the preparation of EIR No. 08-001 is outlined below:

<u>November 2008</u>	Staff conducted an initial study and determined that an EIR would be required.
<u>November 6, 2008</u>	A Notice of Preparation was filed with the State Clearinghouse to notify public of intent to prepare an EIR.
<u>November 6, 2008 to December 5, 2008</u>	Initial Study/Notice of Preparation available for 30 day public review and comment period.
<u>November 19, 2008</u>	A Public Scoping Meeting was held to solicit comments and issue areas to be studied in the EIR.
<u>July 20, 2009</u>	A Notice of Completion was filed with the State Clearinghouse.
<u>July 20, 2009 to September 2, 2009</u>	Draft EIR available for public review and comment for forty-five days.
<u>August 13, 2009</u>	A Public Comment Meeting was held to solicit comments on the adequacy of the Draft EIR.
<u>October 6, 2009</u>	Public hearing is scheduled before Planning Commission to Certify EIR No. 08-001.

Through the use of appropriate mitigation measures identified in the EIR, the majority of the potentially adverse impacts associated with the project can be mitigated to a level of insignificance. There are, however, four project-specific and four cumulative adverse environmental impacts anticipated from the proposed project that cannot be completely eliminated through mitigation measures. The adverse environmental impacts are as follows:

### **Air Quality**

- Project Specific – Short-term: Peak construction activities associated with the proposed DTSP would generate air emissions that exceed South Coast Air Quality Management District (SCAQMD) thresholds. This is based on a “worst case” scenario of potentially 50 acres concurrently under construction with multiple projects. Long-term: Reactive Organic Compounds (ROG) and Fine Particulate Matter (PM<sub>10</sub>) emissions will exceed the SCAQMD thresholds and be considered significant and unavoidable cumulative impacts.
- Cumulative – Reactive Organic Compounds (ROG) and Fine Particulate Matter (PM<sub>10</sub>) emissions will continue to exceed the SCAQMD thresholds and be considered significant and unavoidable cumulative impacts.

### **Cultural Resources**

- Project Specific – Impacts to historical resources are considered potentially significant since specific development projects may be proposed that could impact historical buildings and historical resources within the DTSP area, including unrecorded resources that may become significant within the 20-year Plan period.
- Cumulative – Implementation of proposed mitigation measures will reduce impacts to cultural resources, however, the cumulative effects could be cumulatively considerable because it is currently infeasible to determine if specific development proposals under the DTSP would result in demolition or removal of historical or cultural resources.

### **Noise**

- Project Specific – Pile driving activities would result in substantial temporary increase in ambient noise levels.
- Cumulative – Pile driving activities would result in construction related temporary increases in ambient noise levels, resulting in a cumulative impact.

### **Public Services**

- Project Specific – Additional fire personnel, facilities, and/or equipment may be needed in relation to future development proposals per the DTSP Update, and it is unknown as to where or how these additions may be provided.
- Cumulative – Any increases in personnel and/or equipment would necessitate the expansion of existing facilities or development of a new station, the construction of which could result in significant environmental impacts, which cannot be fully determined at this time. Recommended mitigation measures would ensure that the DTSP area is served within established response times and adequate staffing and equipment levels are maintained, however, potential impacts are still considered a cumulative impact.



Environmental impacts associated with implementation of a project may not always be mitigated to a level considered less than significant. In such cases, a Statement of Overriding Considerations (SOC) must be prepared prior to approval of the project. The SOC would describe the specific reasons for approving the project, based on information contained within the Final EIR, as well as any other information in the public record. The SOC for the Downtown Specific Plan Update is part of the general plan amendment, local coastal program amendment and zoning text amendment staff report.

**Environmental Board:**

The City's Environmental Board reviewed the EIR and provided a comment letter during the NOP process. In summary, the Board commented on the following: concerns regarding allowable density and building height increases and the elimination of FAR requirements, the lack of open space areas in the DTSP area and traffic. The Board also commented that sustainability should be a goal and requirement of the DTSP. This comment is addressed in the Plan as all projects are required to incorporate sustainable practices. Finally, the Board cited concerns regarding the elimination of the Resource Production Overlay. However, the final recommendation is to put the Resource Production Overlay back into the DTSP as it currently exists.

**Coastal Status:**

The entire DTSP area is located within the City's coastal zone. The EIR analyzes the proposed changes to the City's certified Local Coastal Program. Upon adoption of the project by the Planning Commission and City Council, the DTSP Update will be forwarded to the California Coastal Commission for final action. The changes proposed in the DTSP Update will not be effective until the Coastal Commission takes action on the project.

**Redevelopment Status:**

A majority of the DTSP area is located within a Redevelopment Project area.

**Design Review Board:** See companion report for GPA and ZTA.

**Subdivision Committee:** Not applicable.

**Other Departments Concerns and Requirements:**

The EIR was circulated to other Departments for review and comment. All Department comments and recommendations are incorporated into the EIR and its mitigation measures. As development of the proposed project occurs, compliance with mitigation measures will be enforced through the Mitigation Monitoring and Reporting Program (Refer to Resolution No. 1635 Exhibit A).

**Public Notification:**

Legal notice was published in the Huntington Beach Independent on September 24, 2009, and notices were sent to property owners of record and occupants within the DTSP area and a 1,000 ft. radius of the DTSP area, interested parties, and individuals/organizations that commented on the environmental

document. As of September 29, 2009, no communications on the draft EIR, other than letters included in the Final EIR/Response to Comments, have been received.

**Application Processing Dates:**

**DATE OF COMPLETE APPLICATION:**

- Draft EIR: April 10, 2009
- General Plan Amendment;  
Zoning Text Amendment;  
Local Coastal Program Amendment: May 20, 2009

**MANDATORY PROCESSING DATE(S):**

Within 1 year of complete application; May 20, 2010

Not Applicable

**ANALYSIS:**

The analysis section provides an overview of the EIR and its conclusions, a review of the project alternatives, and a summary of the response to comments.

**EIR Overview**

The EIR provides a detailed analysis of potential impacts associated with the proposed project. It is intended to serve as an informational document for decisions to be made by the City and responsible agencies regarding the project. The issues discussed in the EIR are those that have been identified in the course of extensive review of all potentially significant environmental impacts associated with the project. The EIR discusses potential adverse impacts in 14 issue areas. The direct, indirect and cumulative impacts of the project are addressed, as are the impacts of project alternatives. A summary of key issues and mitigation measures as a result of the environmental impact report process is provided below. A complete listing of the recommended mitigation measures is provided in the Mitigation Monitoring Program provided as Attachment No. 3.

♦ Aesthetics

Implementation of the project will change the visual character of the area and introduce new sources of light and glare. The EIR analyzes the potential impacts associated with these changes, including an analysis of impacts to scenic resources and vistas, particularly the beach, pier and Pacific Ocean.

The EIR concludes that impacts associated with light and glare from new development could be potentially significant and recommends implementation of a standard code requirement that requires a project lighting/photometric plan for projects to demonstrate that lighting levels will not impact surrounding properties and uses. In terms of impacts on the existing visual character of the DTSP area, the EIR concludes that although the DTSP Update would result in more intense development due to increased density and building height allowances, the project's proposed design guidelines and development standards, which require residential buffers and upper story setbacks, would reduce potential impacts to a less than significant level.

## ◆ Air Quality

Air quality modeling was completed by Mestre Greve to assess construction (short-term) and operational (long-term) impacts related to the project. The EIR analyzed the following emissions: Carbon Monoxide (CO), Respirable Particulate Matter (PM<sub>10</sub>) and Fine Particulate Matter (PM<sub>2.5</sub>), Nitrogen Oxides (NO<sub>x</sub>), Sulfur Oxides (SO<sub>x</sub>), Reactive Organic Gases (ROG) and Toxic Air Contaminants (TACs). In addition, the EIR examined if localized CO concentrations at nearby intersections would be increased beyond state and national standards as a result of increased vehicle traffic.

### *Short-term/Construction Impacts*

The EIR recommends Mitigation Measure 4.2-1 to improve air quality emissions during construction. The mitigation measure identifies Best Available Control Measures (BACMs) to minimize construction dust, exhaust emissions from construction equipment and VOC emissions from paint and architectural coatings. The EIR also discusses requirements for all projects to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which would also reduce short-term/construction emissions. However, even with the implementation of the mitigation measures and regional requirements, NO<sub>x</sub> emissions would remain above the thresholds established by the SCAQMD and would remain significant and unavoidable.

### *Long-term/ Operational Impacts*

The EIR determined that implementation of the DTSP Update will generate emissions that exceed the thresholds of significance for both ROG and PM<sub>10</sub> resulting in significant and unavoidable impacts. These impacts are due primarily to emissions from mobile sources, such as vehicles, traveling to, from and within the DTSP area. Mitigation Measure 4.2-12 requiring transportation demand management (TDM) measures and energy efficient measures would reduce criteria pollutants to an extent but not to a less than significant level. Project specific impacts that are significant and unavoidable remain significant and unavoidable when studied in a cumulative sense as well.

The EIR examined if localized CO concentrations at nearby intersections would be increased beyond state and national standards as a result of increased vehicle traffic. The EIR analysis determined that the proposed project will not cause localized CO concentrations at nearby intersections to exceed national or state ambient air quality standards. Therefore, “hot spots” are not anticipated to occur at local intersections as a result of project implementation.

### *Greenhouse Gases*

The EIR concludes that construction and operation of development that occurs with implementation of the DTSP Update would contribute to greenhouse gas emissions, particularly from mobile sources such as motor vehicles traveling to and from the site and stationary sources such as natural gas combustion for heating and electricity consumption. Mitigation Measures 4.2-2 through 4.2-12 include measures that are consistent with strategies recommended by the California Climate Action Team and California Air Pollution Control Officers Association’s for reducing climate change emissions, which would ensure that construction and operational impacts from the project remain less than significant with respect to climate change.

#### ◆ Biological Resources

Impacts to biological resources were found to be less than significant during the NOP/Initial Study process. Therefore, the EIR does not include an analysis of potential impacts to biological resources. However, a standard mitigation measure is included to ensure that projects would not result in impacts to sensitive or protected migratory avian species during construction.

#### ◆ Cultural Resources

According to the cultural resources records check completed for the project, seven archeological studies have been conducted within or adjacent to the DTSP area in which three archeological sites have been recorded. Two of the sites are associated with the Pacific City project and testing, monitoring and data recovery were carried out under that project. The third site was recorded 25 years after it destroyed. A collection of artifacts from this site was donated to the Bowers Museum. The EIR also discloses that four properties within the DTSP area are listed or eligible for listing on the National Register of Historic Places. In addition, 24 properties within the DTSP area are listed in the General Plan Historic and Cultural Resources Element.

The EIR includes Mitigation Measure 4.3-1, which requires a report from a qualified architectural historian for any project that proposes development on a site listed or eligible for listing on a national or state historic register or that is listed in the General Plan Historic and Cultural Resources Element. Based on the report, further mitigation may be required. The EIR also includes Mitigation Measures 4.3-2 and 4.3-3 to be implemented in the event that archeological resources, paleontological resources or human remains are encountered during construction.

The EIR concludes that project-specific and cumulative impacts to cultural resources would be significant and unavoidable because it is not known if specific development proposals under the DTSP Update would result in demolition or removal of cultural/historic resources. In addition, it is unknown whether future development projects would be proposed on previously unrecorded historic resources during the life of the specific plan.

#### ◆ Geology and Soils

The EIR includes an analysis of existing geology, seismicity and soil conditions within the DTSP area that would be conducive to geological constraints such as liquefaction or expansive soils. The EIR concludes that implementation of the DTSP Update will require project-specific submittal of a detailed soils and geotechnical analysis in accordance with City standard requirements for future development proposals. Mitigation Measure 4.4-1 requires compliance and implementation of the recommendations of all soils and geotechnical studies. With incorporation of recommended mitigation measures and applicable City requirements, all impacts would be less than significant.

#### ◆ Hazards and Hazardous Materials

The EIR analyzes the potential for adverse impacts associated with hazardous materials on human health and the environment resulting from project implementation. Future development projects would be required to comply with City specifications for soil testing and remediation. Mitigation Measures 4.5-1

and 4.5-2 require additional site assessments to ensure that hazardous materials and contaminated soils are identified and remediated and additional measures to be implemented in the event that hazardous materials are encountered during construction. With incorporation of recommended mitigation measures and applicable City requirements, all impacts would be less than significant.

#### ◆ Hydrology and Water Quality

Implementation of the DTSP Update would result in more development at a greater intensity than the existing DTSP and therefore, the project would result in impacts to hydrology and water quality. Because no specific development is proposed, the EIR identifies mitigation measures recommended for incorporation in future development projects. The recommended mitigation measures require submittal of a Water Quality Management Plan (WQMP), a Storm Water Pollution Prevention Plan (SWPPP) and hydrology and hydraulic studies for individual projects. The mitigation measures also require compliance with the current National Pollution Discharge Elimination System (NPDES) requirements in place at the time of project construction. Other mitigation measures require a project's landscape plans to comply with the City's Water Efficient Landscape Ordinance and identification of planning and safety measures for projects proposed within a tsunami run-up area. The EIR concludes that impacts to hydrology and water quality would be less than significant.

#### ◆ Land Use and Planning

The proposed project consists of legislative acts to implement the DTSP Update. The changes proposed in the DTSP Update are intended to facilitate redevelopment in the DTSP area. As previously mentioned in the Background section of this report, the City Council directed an update to the existing DTSP to accommodate and provide for future development in the DTSP area. The changes that are proposed in the DTSP Update include increases in allowable building heights and densities and the elimination of FAR requirements in the proposed District 1 – Downtown Core. The uses permitted in District 1 are similar to the uses permitted in the existing DTSP districts (1, 3, 5 and portions of 4 and 6) that make up the consolidated District 1 and would not result in a substantial change in the existing land use pattern of the DTSP. The DTSP also proposes two subdistricts for District 1. The Cultural Arts Subdistrict consists of the Main Street library site, the Huntington Beach Art Center site as well as properties north of Acacia. This subdistrict reduces the number and type of uses that could be permitted on the library site from the existing DTSP and restricts the allowable uses to cultural arts-related and accessory uses, in addition to continuation of the existing library use. The Neighborhood Subdistrict located on 1<sup>st</sup> and 2<sup>nd</sup> Streets between Walnut and Orange Avenues, proposes to allow residential and mixed use (office/residential) development as currently permitted for this area in the existing DTSP.

The proposed amendments to the General Plan Land Use Element reflect the consolidation of the 11 existing districts into seven districts as well as proposed increases in allowable building heights and densities and the elimination of FAR requirements in the DTSP Update. The changes to the Circulation Element include updating Figure CE-9, Bike Plan, to include new bicycle lanes proposed in the DTSP Update. The amendment to the Coastal Element reflects the changes that are proposed for the Land Use and Circulation Elements in addition to policies that would be amended to reflect the project's elimination of the Downtown Parking Master Plan as well as the elimination of adherence to a Mediterranean style of architecture in the DTSP area.

The proposed land use designations would revise land use designations for District 1 (downtown core) and District 4 (established residential). Currently, the proposed District 1 is subject to six different land use designations mostly consisting of various ranges of mixed use designations and densities, except for the Main Street Library site, which is part of the proposed Cultural Arts Subdistrict and currently has a P (Public) land use designation. The proposed land use designation for District 1 would consolidate the various mixed use designations and one public designation into one mixed use designation, although the existing District 6 designation for the site allows mixed use developments. Revisions to the land use designations in the proposed District 4 would revise existing mixed use and residential-high density designations to residential high density. This revision would reflect the existing land uses that are currently developed and would be consistent with the permitted land uses and development standards of the proposed District 4. The land use designations for the remaining districts are not proposed to change from current designations.

### TABLE 3 – Proposed Land Use Designations

Proposed District #	Existing GP land use designation	Proposed GP land use designation
1 – Downtown Core Mixed-Use	MV-F8-d-sp MV-F12-sp-pd MV-F6/25-sp-pd MH-F4/30-sp-pd P M-F11/25-sp-pd	M->30-d-sp-pd
2 – Visitor-Serving Mixed-Use	CV-F7-sp	CV-F7-sp
3 – Visitor-Serving Recreation	CV-F7-sp	CV-F7-sp
4 – Established Residential	RH-30-d-sp MH-F4/30-sp-pd M-F11/25-sp-pd	RH->30-d-sp
5 – Multi-Family Residential	RH-30-sp	RH-30-sp
6 - Pier	CV-d	CV-d-sp
7 - Beach	OS-S	OS-S

**Legend**

CV – Commercial Visitor	F7 (3.0 Floor Area Ratio)
OS-S – Open Space – Shore	->30 (greater than 30 dwelling units per acre)
M – Mixed Use	-30 (30 dwelling units per acre)
RH – Residential High Density	-sp (specific plan overlay)
	-pd (pedestrian overlay)
	-d (design overlay)

The EIR states that the proposed DTSP Update would be compatible with existing DTSP and adjacent land uses and would not substantially change the mix of uses that are currently permitted in the DTSP. Although the DTSP Update would represent intensification of land use by increasing allowable densities, building heights and overall development potential, the change in intensity is compatible with and comparable to the mix of land uses with the DTSP area and other planned or approved projects in the City. The EIR concludes that impacts to land use and planning would be less than significant and no mitigation is required.

#### ◆ Noise

Potential noise impacts relate to short-term construction activities and long-term changes in ambient conditions primarily related to increases in traffic were analyzed in the EIR. Ambient noise levels were measured at ten locations within the DTSP area and roadway noise levels were calculated using data from the traffic study. In terms of the short-term noise impacts from construction, the City's noise ordinance exempts noise associated with construction provided the construction takes place between the hours of 7:00 A.M. and 8:00 P.M. Monday through Saturday. Despite this exemption, to further reduce impacts the EIR recommends Mitigation Measure MM 4.8-1 to implement noise attenuation measures during project construction. Mitigation Measure MM 4.8-1 also recommends locating construction staging areas as far as possible from residences and other sensitive noise receptors. Even with mitigation, noise levels during pile driving would raise the ambient noise levels to a significant level. Although no development is proposed in the DTSP Update, it is likely that pile-driving would occur for any proposals that include subterranean parking structures. This construction related temporary increase in noise levels would be significant and unavoidable in terms of project-specific and cumulative impacts.

In order to ensure that long-term noise levels do not exceed the City of Huntington Beach exterior and interior noise standards for residential uses within the DTSP area, Mitigation Measure 4.8-2, which addresses noise impacts from traffic, and Mitigation Measure 4.8-3, which addresses noise from commercial and mixed-use projects, require submittal of a detailed noise assessment and identification of noise reduction measures to ensure that impacts would be less than significant.

#### ◆ Population and Housing

This section of the EIR analyzes the potential for the project to induce population and employment growth beyond current growth projections and the impacts on housing. The development potential analyzed for the DTSP Update includes 648 net new residential units. These new units would result in potentially 1,562 new residents to the area. In addition, new retail, restaurant, hotel and office development would indirectly contribute to daytime population growth. The project would provide increases to needed housing to the City and the region, contributing to the City's progress towards meeting its Regional Housing Needs Assessment (RHNA) numbers. The DTSP Update was not considered when population projections were developed by the Southern California Association of Governments (SCAG) for the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP). However, the SCAG projections were based on the build-out scenarios of the City's General Plan. The EIR states that the growth anticipated in the General Plan has not occurred at the level/density of what was anticipated and as such, population increases have been below projections by SCAG. Because the population and housing growth that would occur with implementation of the DTSP Update would be within the amount of growth contemplated by the General Plan, impacts to population and housing are less than significant and the EIR does not recommend any mitigation.

#### ◆ Public Services

The EIR evaluates the effects of the proposed project on public services (fire, police, schools, libraries and parks) by identifying anticipated demands on existing and planned service availability. All impacts on public services as a result of the proposed DTSP Update were found to be less than significant with the exception of Fire Services. The Police Department concluded that the additional number of officers needed to accommodate the population growth anticipated by the DTSP Update can be absorbed by

existing staffing levels. In addition, the EIR states that new projects are subject to review by City departments, including the Police Department. Conditions of approval can be incorporated into a proposed project or use, which can serve to reduce impacts on demand for police services. Incorporation of safety measures and design features in a project, as required by Mitigation Measure 4.10-1, would further reduce impacts from increased demand for police services. The EIR also identifies standard code requirements, which require payment of development impact fees to address a project's impacts on other public services and facilities such as schools, libraries and parks. With the implementation of code requirements and recommended mitigation measures the EIR concludes that impacts on police, schools, libraries and parks are less than significant.

The level of service provided by the Fire Department is based on response times. The Fire Department indicated that new development that would occur as a result of the DTSP Update would require a proportionate increase in Fire Services to maintain acceptable response times. Although, the Fire Department currently operates within acceptable levels of service, the Fire Department has indicated that Fire Station 5, the closest station to the DTSP area, is currently operating at maximum response times. Recommended mitigation measures would require that fees collected from projects would be deposited into the City's General Fund and allocated to City services to ensure that the DTSP area is served within acceptable response times and adequate staffing and equipment levels are maintained. However, because additional fire personnel, facilities or equipment may be needed for future development projects, and it is unknown where or how these additions may be provided, the EIR concludes that impacts on Fire Services are significant and unavoidable.

#### ◆ Recreation

The EIR analyzes the potential net new development that is anticipated to occur with implementation of the DTSP Update over an approximately 20-year time span. The City requires that projects dedicate parkland, improve parkland, pay park in-lieu fees, or some combination thereof, to ensure that adequate recreation facilities are available. With the implementation of code requirement CR 4.12-1 at the time of development, payment of applicable park fees and/or dedication of land, would ensure no significant impacts to recreation opportunities.

#### ◆ Transportation/Traffic

The EIR examines the potential impacts related to traffic generation, circulation and parking demand. A traffic study was completed by Kimley-Horn and Associates that includes an analysis of existing traffic conditions, cumulative conditions with and without the project in Year 2020 and cumulative conditions with and without the project in Year 2030 to assess potential impacts at project buildout and the long-term effect of the project in conjunction with other growth. The traffic study also analyzed impacts from the implementation of pedestrian improvements identified in Chapter 5 – Parking and Circulation of the DTSP Update, which includes pedestrian-only phases for signal operation at the intersections of Pacific Coast Highway and 1<sup>st</sup> Street and Pacific Coast Highway and 6<sup>th</sup> Street. Finally, the traffic study analyzed four network alternatives:

- Alternative 1 – Main Street closure from Pacific Coast Highway to Orange, with no cross traffic on Olive and Walnut Avenues
- Alternative 2 – Main Street closure from Pacific Coast Highway to Orange, with cross traffic on Olive and Walnut Avenues



- Alternative 3 – Main Street closure from Walnut Avenue to Olive Avenue only
- Alternative 4 – 6<sup>th</sup> Street realignment between Orange Avenue and Main Street

Alternatives 1 – 3 are not proposed in the DTSP Update but were analyzed in the traffic study to address alternative configurations for Main Street that have been discussed as potential options in the past. Only Alternative 4 is included in Chapter 5 – Circulation and Parking and the DTSP Update as a future option.

As defined by the City of Huntington Beach Circulation Element, an acceptable level of service (LOS) for intersections is LOS D. Therefore, any intersection operating at LOS E or F is considered deficient/unsatisfactory. In addition, an intersection is also considered impacted if the LOS is E or F and the Intersection Capacity Utilization (ICU) value changes by 0.01 or more. Out of 24 intersections evaluated in the vicinity of the project area, the EIR documents that Year 2020 with Project conditions would result in significant impacts at two intersections (Pacific Coast Highway/1<sup>st</sup> Street and Pacific Coast Highway/6<sup>th</sup> street) in the PM peak hour if the pedestrian-only phases are implemented. Year 2030 with Project conditions would result in significant impacts at the same intersections as Year 2020 conditions in addition to the intersections of Pacific Coast Highway/Goldenwest Street and Orange Avenue/Lake Street in the PM peak hour. The EIR presents mitigation options to address the impacts from implementation of the pedestrian-only phase signal improvements, which would be required to be implemented by year 2020 or 2030 if they are not operational by 2020. The EIR also presents Mitigation Measure 4.12-2, which requires a right-turn overlap signal phasing for southbound Goldenwest Street. Implementation of this measure would reduce significant impacts at the intersection of Goldenwest Street and Pacific Coast Highway to a less than significant level. Mitigation Measure 4.12-2 also identifies two options for reducing significant impacts to a less than significant level at the intersection of Lake Street and Orange Avenue by installing a signal at this intersection or providing additional eastbound and westbound through lanes, which would require the removal of parking on both sides of Orange Avenue. Either option would be required to be implemented by 2030 and would ensure that impacts would be less than significant.

The EIR also addresses parking impacts in the DTSP area. Although, the Downtown Parking Master Plan (DPMP) is proposed to be eliminated, the DTSP incorporates parking requirements in Chapter 3 – Land Use and Development Standards of the DTSP Update. The recommended parking requirements would continue to allow reduced parking ratios for retail, restaurant and office uses as well as the continuation of the parking in-lieu fee program. Parking for residential and hotel uses would be required to provide all parking on-site. The EIR indicates that parking in the downtown is adequate with the exception of approximately 35 days per year, when it is difficult to find parking including 15 days per year when a parking deficiency is experienced. However, the parking deficiency occurs during special events and summer/holiday weekends when the number of visitors to the beach increases. To this end, recommendations for parking strategies to address this issue are provided in the DTSP Update. However, the EIR concludes that development projects as a result of implementation of the DTSP Update would be required to provide parking in accordance with the parking requirements in Chapter 3 of the DTSP Update, and therefore, impacts would be less than significant.

#### ◆ Utilities and Service Systems

This section of the EIR analyzes potential impacts to water, wastewater, solid waste services and other utility systems. Implementation of future development would result in an increase in water demand. To ensure that the City has a sufficient supply of water available to serve development consistent with the

City's conservation programs and statewide efforts, a mitigation measure regarding water conservation has been identified. In addition, Mitigation Measure 4.13-1 requires coordination with utility and service providers prior to construction of a project. Implementation of a project could require new sewer connections and construction of new or expanded wastewater conveyance systems. Mitigation Measure 4.13-4 requires a sewer study and additional hydraulic studies to determine sizing of line upgrades to accommodate a project's sewer flow. Finally, a mitigation measure is proposed to address the project's impacts on electrical services by requiring a project to pay its fair share toward infrastructure improvements for electrical systems. Impacts to other utilities and services such as solid waste were determined to be less than significant. The EIR concludes impacts related to utilities and service systems would either be less than significant or less than significant with implementation of the proposed mitigation measures.

### Alternatives to the Proposed Project

CEQA requires that an EIR describe a range of reasonable alternatives to the project or its location that could feasibly attain the basic objectives of the project, but would avoid or substantially lessen any of the significant impacts of the project. An EIR need not consider every conceivable alternative to a project; rather, it must consider a range of potentially feasible alternatives that will foster informed decision-making and public participation. An EIR should also evaluate the comparative merits of the alternatives. Three alternatives were selected for detailed analysis in the Draft EIR:

- Alternative 1: No Project Alternative – Assumes the DTSP area would continue to allow development under the standards and provisions of the existing DTSP. It is difficult to determine the amount of development that would be proposed under the existing DTSP. However, for comparative purposes, it is assumed that this alternative would result in the least amount of development of all three alternatives due to existing constraints such as buildout of the Downtown Parking Master Plan. Development under the No Project Alternative could potentially range from no or very little development to substantial development/redevelopment similar to that of the proposed DTSP Update. As a conservative approach, this alternative assumes very little development would occur and therefore, all topical areas would result in less impacts than the proposed DTSP development potential.
- Alternative 2: Conservative Market Demand Alternative – Assumes the DTSP area would develop based on the conservative market demand development potential of 203,350 square feet of retail uses, 75,783 square feet of restaurant uses, 108,814 square feet of office uses, 30,000 square feet of cultural arts uses, 268 residential units and no hotel uses.
- Alternative 3: Reduced Development Alternative – Assumes the DTSP would develop to 50% of the development potential analyzed for the proposed DTSP Update. The reduced development scenario includes: 106,733.5 square feet of retail uses, 46,166 square feet of restaurant uses, 46,392 square feet of office uses, 15,000 square feet of cultural arts uses, 324 residential units and 117 hotel rooms.

**TABLE 3**  
**COMPARISON OF PROPOSED/ALTERNATIVE DEVELOPMENT POTENTIAL**

<b>Use</b>	<b>Proposed DTSP Update (Proposed Project)</b>	<b>Conservative Market Demand Alternative (Alternative No. 2)</b>	<b>Reduced Development Alternative (Alternative No. 3)</b>
Retail	213,467 s.f.	203,350 s.f.	106,733.5 s.f.
Restaurant	92,332 s.f.	75,783 s.f.	46,166 s.f.
Office	92,784 s.f.	108,814 s.f.	46,392 s.f.
Cultural	30,000 s.f.	30,000 s.f.	15,000 s.f.
Residential	648 units	268 units	324 units
Hotel	235 rooms	0 rooms	117 rooms

Note: Alternative 1 represents the No Project Alternative, which is the continuation of development under the existing DTSP. Alternative 1 assumes very little development would occur and therefore, is not included in the comparisons in Table 3.

Alternative 1 would result in environmental impacts but not to the extent the proposed project or the other two alternatives would. In addition, Alternative 1 would reduce significant and unavoidable impacts in the areas of air quality and public services, but not cultural resources. Alternative 1 would not meet the identified project objectives.

Alternative 2 would result in less impacts in all topical areas except Aesthetics, Cultural Resources, Geology/Soils, Hazards/Hazardous Materials and Land Use and Planning. Alternative 2 would not reduce any significant and unavoidable impacts identified for the proposed DTSP Update development potential and would not meet the identified project objectives to the extent that the proposed project would, particularly those related to tourism since no hotel uses would be developed and office uses would increase.

Alternative 3 would result in less impacts than the proposed project with the exception of Aesthetics, Cultural Resources, Geology/Soils, Hazards/Hazardous Materials and Land Use and Planning. While Alternative 3 may result in a reduction of most environmental impacts, mitigation would still be required in all of the same impact areas as the proposed project and it would not necessarily reduce the significance of the impacts below the proposed project. Alternative 3 would satisfy the identified project objectives but not to the extent that the proposed project would.

The Draft EIR identifies Alternative 1 as the environmentally superior alternative. However, CEQA Guidelines require that if the No Project Alternative is the environmentally superior alternative, the EIR shall identify an environmentally superior alternative among the other alternatives. Therefore, the environmentally superior alternative would be Alternative 3 – the Reduced Development Alternative. This is corrected in the errata of the Final EIR.

#### Statement of Overriding Considerations

Environmental impacts associated with implementation of a project may not always be mitigated to a level considered less than significant. In such cases, a Statement of Overriding Considerations must be prepared prior to approval of the project, and in accordance with CEQA Guidelines Sections 15091 and 15093. Because implementation of the proposed project would create significant unavoidable impacts as described above in the Air Quality, Cultural Resources, Noise, and Public Services sections, a Statement

of Overriding Considerations (SOC) is required to describe the specific reasons for approving the project, based on information contained within the Final EIR, as well as any other information in the public record. The SOC is part of the companion report for this project.

### Public Comments on the Draft EIR and Errata Changes

During the public review period, the City of Huntington Beach received a total of 21 comment letters from one state agency, four regional/local agencies, four organizations, and 11 individuals. In addition, verbal comments were received at the public meeting held during the comment period. The most frequent verbal and written comments relate to traffic and parking, cultural resources and impacts from restaurant/alcohol-serving uses. The comments resulted in the need for changes to the EIR document itself to correct existing Citywide park acreages, the number of parking spaces in the downtown and the project alternatives. The corrections do not change the conclusions of the EIR analysis. All of the other comments are adequately addressed in the Response to Comments.

The Final EIR includes a number of other revised text sections as a result of needed corrections as identified by staff or in response to comments from the Planning Commission at the September 9, 2009 Study Session. Notably, additional water demand analyses have been conducted by the Public Works Department and are included in the Final EIR. Clarifications regarding mitigation measures for air quality and utilities/service systems were also updated and corrected.

Any written communication received subsequent to the preparation of this staff report will be forwarded to the Planning Commission under separate cover.

### SUMMARY:

Environmental Impact Report No. 08-001 serves as an informational document with the sole purpose of identifying potential environmental impacts associated with the Downtown Specific Plan Update project, alternatives that minimize those impacts, and appropriate mitigation measures.

Staff recommends that the Planning Commission certify EIR No. 08-001 because:

- The EIR has been prepared in accordance with the California Environmental Quality Act;
- The EIR adequately addresses the environmental impacts associated with the proposed project; and
- The EIR identifies project alternatives and mitigation measures to lessen the project's impacts consistent with General Plan policies.

### ATTACHMENTS:

1. Resolution No. 1635
2. Final EIR No. 08-001, includes Draft EIR, EIR Appendices, Response To Comments and Text Changes (**Not Attached - Available for Public Review at the Planning and Zoning Counter – 3<sup>rd</sup> Floor, City Hall**)

SH:HF:MBB:jv

## **RESOLUTION NO. 1635**

### **RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF HUNTINGTON BEACH, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (SCH#2008011124) FOR THE DOWNTOWN SPECIFIC PLAN UPDATE PROJECT**

**WHEREAS**, Environmental Impact Report No. 08-001, State Clearinghouse #2008011124, (“EIR”) was prepared by the City of Huntington Beach (“City”) to address the environmental implications of the proposed Downtown Specific Plan Update Project (the “Project”).

- On November 6, 2008, a Notice of Preparation/Initial Study for the Project was prepared and distributed to the State Clearinghouse, other responsible agencies, trustee agencies and interested parties.
- After obtaining comments received in response to the Notice of Preparation, and comments received at the public scoping meeting held on November 19, 2008, the City completed preparation of the Draft EIR and filed a Notice of Completion with the State Clearinghouse on July 27, 2009.
- The Draft EIR was circulated for public review and comment from July 20, 2009 to September 2, 2009 and was available for review at several locations including City Hall, the Huntington Beach Main Street Branch Library, Rodgers Senior Center and the City’s website; and

**WHEREAS**, public comments have been received on the Draft EIR, and responses to those comments have been prepared and provided to the Planning Commission as a section within a separately bound document entitled “Final Environmental Impact Report Downtown Specific Plan No. 5” (the “Responses to Comments”), dated September 2009; and

**WHEREAS**, Public Resources Code 21092.5(a) requires that the City of Huntington Beach provide a written proposed response to any public agency that commented on the Environmental Impact Report, and the Response to Comments included in the Final Environmental Impact Report satisfies this provision; and

**WHEREAS**, the Planning Commission held a public meeting on the EIR on October 6, 2009, and received and considered public testimony.

**NOW, THEREFORE**, the Planning Commission of the City of Huntington Beach, California, **DOES HEREBY RESOLVE**, as follows:

**SECTION 1.** Consistent with CEQA Guidelines Section 15132, the Final EIR for the Project is comprised of the Draft EIR and Appendices, the comments received on the Draft EIR, the Responses to Comments (including a list of persons, organizations, and

ATTACHMENT NO. 1.1

public agencies commenting on the Draft EIR), the Text Changes to the Draft EIR (bound together with the Responses to Comments) and all Planning Department Staff Reports to the Planning Commission, including all minutes, transcripts, attachments and references. All of the above information has been and will be on file with the City of Huntington Beach Department of Planning, 2000 Main Street, Huntington Beach, California 92648. ✓

**SECTION 2.** The Planning Commission finds and certifies that the Final EIR is complete and adequate in that it has identified all significant environmental effects of the Project and that there are no known potential environmental impacts not addressed in the Final EIR.

**SECTION 3.** The Planning Commission finds that all significant effects of the Project are set forth in the Final EIR.

**SECTION 4.** The Planning Commission finds that although the Final EIR identifies certain significant environmental effects that will result if the Project is approved, all significant effects which can feasibly be mitigated or avoided have been mitigated or avoided by the incorporation of Project design features, standard conditions and requirements, and by the imposition of mitigation measures on the approved Project. All mitigation measures are included in the "Mitigation Monitoring and Reporting Checklist" (also referred to as the "Mitigation Monitoring Program") attached as Exhibit "A" to this Resolution and incorporated herein by this reference.

**SECTION 5.** The Planning Commission finds that the Final EIR has described reasonable alternatives to the Project that could feasibly obtain the basic objectives of the Project (including the "No Project" Alternative), even when these alternatives might impede the attainment of Project objectives and might be more costly. Further, the Planning Commission finds that a good faith effort was made to incorporate alternatives in the preparation of the Draft EIR and that a reasonable range of alternatives was considered in the review process of the Final EIR and ultimate decisions on the Project.

**SECTION 6.** The Planning Commission finds that no "substantial evidence" (as that term is defined pursuant to CEQA Guidelines Section 15384) has been presented which would call into question the facts and conclusions in the EIR.

**SECTION 7.** The Planning Commission finds that no "significant new information" (as that term is defined pursuant to CEQA Guidelines Section 15088.5) has been added to the EIR after circulation of the Draft EIR. The Planning Commission finds that the minor refinements that have been made in the Project as a result of clarifications in the mitigation measures and additional water supply analyses do not amount to significant new information concerning the Project, nor has any significant new information concerning the Project become known to the Planning Commission through the public hearings held on the Project, or through the comments on the Draft EIR and Responses to Comments.

**SECTION 8.** The Planning Commission finds that the Mitigation Monitoring Program establishes a mechanism and procedures for implementing and verifying the mitigations pursuant to Public Resources Code 21081.6 and hereby adopts the Mitigation Monitoring Program. The mitigation measures shall be incorporated into the Project prior to or concurrent with Project implementation as defined in each mitigation measure.

**SECTION 9.** The Planning Commission finds that the Final EIR reflects the independent review and judgment of the City of Huntington Beach Planning Commission, that the Final EIR was presented to the Planning Commission, and that the Planning Commission reviewed and considered the information contained in the Final EIR prior to approving General Plan Amendment No. 08-007, Zoning Text Amendment No. 08-004 and Local Coastal Program Amendment No. 08-002.

**SECTION 10.** The Planning Commission finds that the Final EIR serves as adequate and appropriate environmental documentation for the Project. The Planning Commission certifies that the Final EIR prepared for the Project is complete, and that it has been prepared in compliance with the requirements of the California Environmental Quality Act and CEQA Guidelines.

**PASSED, APPROVED, and ADOPTED,** this 6<sup>th</sup> day of October 2009 by the following roll call vote:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAIN:**

**ATTEST:**

\_\_\_\_\_  
Scott Hess, Secretary

\_\_\_\_\_  
Chairperson, Planning Commission

Exhibit A – Mitigation Monitoring Program

# EXHIBIT A

ATTACHMENT NO. 1.4





# City of Huntington Beach

## PROGRAM ENVIRONMENTAL IMPACT REPORT Draft Mitigation Monitoring and Reporting Program

### HUNTINGTON BEACH DOWNTOWN SPECIFIC PLAN UPDATE

SCN: 2008011124  
September 28, 2009

*Lead Agency*  
City of Huntington Beach  
Planning Department  
2000 Main Street, Third Floor  
Huntington Beach, CA 92648

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# 1. Mitigation Monitoring and Reporting Program

## 1.1 Introduction

The Final Environmental Impact Report for the Huntington Beach Downtown Specific Plan Update project (State Clearinghouse #2008011124) identified mitigation measures to reduce the adverse effects of the project in the areas of: aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and parking, and utilities and service systems.

The California Environmental Quality Act (CEQA) requires that agencies adopting environmental impact reports ascertain that feasible mitigation measures are implemented, subsequent to project approval. Specifically, the lead or responsible agency must adopt a reporting or monitoring program for mitigation measures incorporated into a project or imposed as conditions of approval. The program must be designed to ensure compliance during applicable project timing, e.g. design, construction, or operation (Public Resource Code §21081.6).

The Mitigation Monitoring and Reporting Program (MMRP) shall be used by the City of Huntington Beach staff responsible for ensuring compliance with mitigation measures associated with the Huntington Beach Downtown Specific Plan Update project. Monitoring shall consist of review of appropriate documentation, such as plans or reports prepared by the party responsible for implementation or by field observation of the mitigation measure during implementation.

The following table identifies the mitigation measures by resource area. The table also provides the specific mitigation monitoring requirements, including implementation documentation, monitoring activity, timing and responsible monitoring party. Verification of compliance with each measure is to be indicated by signature of the mitigation monitor, together with date of verification.



## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<ul style="list-style-type: none"> <li>generators.</li> <li>Configure construction parking to minimize traffic interference.</li> <li>Plan construction to minimize lane closures on existing streets.</li> <li>A full listing of construction emission controls is included in the Air Quality Assessment for Huntington Beach Downtown Specific Plan dated April 13, 2009 (Appendix B).</li> <li>Painting and Coatings               <ul style="list-style-type: none"> <li>Use low VOC coatings and high pressure-low volume sprayers.</li> </ul> </li> </ul>						
<b>MM 4.2-2:</b> The City shall require by contract specifications that all diesel-powered equipment used would be retrofitted with after-treatment products (e.g., engine catalysts and other technologies available at the time construction commences) to the extent that they are readily available and cost effective when construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on building plans	Review and approve contract specifications, grading and building plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
<b>MM 4.2-3:</b> The City shall require by contract specifications that alternative fuel construction equipment (e.g., compressed natural gas, liquid petroleum gas, and unleaded gasoline) would be utilized to the extent feasible at the time construction activities commence. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on building plans	Review and approve contract specifications, grading and building plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
<b>MM 4.2-4:</b> The City shall require that developers within the project site use locally available building materials such as	Contract language and notes on building plans	Review and approve contract	Plan check prior to	Planning		

ATTACHMENT NO. 1.9

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
concrete, stucco, and interior finishes for construction of the project and associated infrastructure.		specifications and building plans for inclusion	issuance of a building permit			
<b>MM 4.2-5:</b> The City shall require developers within the project site to establish a construction management plan with Rainbow Disposal to divert a target of 50% of construction, demolition, and site clearing waste.	Construction management plan	Review and approve construction management plan	Plan check prior to issuance of a demolition, grading or building permit (whichever comes first)	Planning		
<b>MM 4.6-6:</b> The City shall require by contract specifications that construction equipment engines will be maintained in good condition and in proper tune per manufacturer's specification for the duration of construction. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on building plans	Review and approve contract specifications, grading and building plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
<b>MM 4.2-7:</b> The City shall require by contract specifications that construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than five minutes. Diesel-fueled commercial motor vehicles with gross vehicular weight ratings of greater than 10,000 pounds shall be turned off when not in use for more than five minutes. Contract specifications shall be included in the proposed project construction documents, which shall be approved by the City of Huntington Beach.	Contract language and notes on building plans	Review and approve contract specifications, grading and building plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
<b>MM 4.2-8:</b> The City shall require that any new development within the Specific Plan area provide signs within loading dock areas clearly visible to truck drivers. These signs shall state that trucks cannot idle in excess of five minutes per trip.	Notes and details on building plans	Review and approve building plans Implementation - prior to issuance of Certificate of	Plan check prior to issuance of building permit	Planning		

ATTACHMENT NO. 1.10

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<b>MM 4.2-9:</b> The City shall require by contract specifications that electrical outlets are included in the building design of future loading docks to allow use by refrigerated delivery trucks. Future project-specific applicants shall require that all delivery trucks do not idle for more than five minutes. If loading and/or unloading of perishable goods would occur for more than five minutes, and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.	Contract language and notes on building plans	Occupancy Review and approved contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning Building & Safety		
<b>MM 4.2-10:</b> The City shall require that any new development within the project site provide a bulletin board or a kiosk in the lobby of each proposed structure that identifies the locations and schedules of nearby transit opportunities.	Notes and details on building plans	Review and approve notes and details on building plans Implementation - prior to issuance of Certificate of Occupancy	Plan check prior to issuance of building permit	Planning		
<b>MM 4.2-11:</b> The property owner/developer of individual projects within the DTSP will reduce operation-related emissions through implementation of practices identified in SCAQMD's CEQA Handbook and the URBEMIS v9.2.4, some of which overlap. Specific measures are delineated in the DTSP Air Quality Assessment (Volume II, Appendix B).	Contract language and notes on building plans	Review and approved contract specifications and building plans for inclusion	Plan check prior to issuance of a building permit	Planning		
<b>MM 4.2-12:</b> The following measures, based on these sources, shall be implemented by the property applicant to reduce criteria pollutant emissions from projects associated with the DTSP Update. Additionally, support and compliance with the AQMP for the basin are the most important measures to achieve this goal. The AQMP includes improvement of mass transit facilities and						

ATTACHMENT NO. 1.11

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature Date
<p>implementation of vehicular usage reduction programs. Additionally, energy conservation measures are included.</p> <ul style="list-style-type: none"> <li>Transportation Demand Management (TDM) Measures</li> </ul>	Site plan review	Review and approval of site plan	Prior to site plan approval	Planning	
<ol style="list-style-type: none"> <li>Provide adequate ingress and egress at all entrances to public facilities to minimize vehicle idling at curbsides. Presumably, this measure would improve traffic flow into and out of the parking lot. The air quality benefits are incalculable because more specific data is required.</li> </ol>	Improvement plans	Review and approval of improvement plans	Plan check prior to issuance of a building permit	Planning/ Public Works	
<ol style="list-style-type: none"> <li>Provide dedicated turn lanes as appropriate and provide roadway improvements at heavily congested roadways. Again, the areas where this measure would be applicable are the intersections in and near the project area. Presumably, these measures would improve traffic flow. Emissions would drop as a result of the higher traffic speeds, but to an unknown extent.</li> </ol>	Capital Improvement Program budget and individual improvement plans	Periodic CIP budget review and approval of improvement plans	Plan check prior to issuance of a building permit	Planning/ Public Works	
<ol style="list-style-type: none"> <li>Synchronize traffic signals. The areas where this measure would be applicable are roadway intersections within the project area. This measure would be more effective if the roadways beyond the project limits are synchronized as well. The air quality benefits are incalculable because more specific data is required</li> </ol>	Project site plan	Review of site plan	Prior to site plan approval	Planning/ Public Works	
<ul style="list-style-type: none"> <li>Energy Efficient Measures</li> </ul>				Building & Safety & Planning	
<ol style="list-style-type: none"> <li>Improve thermal integrity of the buildings and reduce thermal load with automated time clocks or occupant</li> </ol>	Project building plans and specifications	Review of building plans	Plan check prior to		

ATTACHMENT NO. 1.12



## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>sensors. Reducing the need to heat or cool structures by improving thermal integrity will result in a reduced expenditure of energy and a reduction in pollutant emissions. The air quality benefit is unknown.</p> <p>2. Install energy efficient street lighting.</p> <p>3. Capture waste heat and reemploy it in nonresidential buildings. This measure is applicable to the commercial buildings in the project.</p> <p>4. Provide lighter color roofing and road materials and tree planning programs to comply with the AQMP Miscellaneous Sources MSC-01 measure. This measure reduces the need for cooling energy in the summer.</p> <p>5. Introduce window glazing, wall insulation, and efficient ventilation methods.</p> <p>6. Install low-emission water heaters, and use built-in, energy-efficient appliances.</p>			issuance of a building permit			
Biological Resources						
<p><b>MM 4.14-1:</b> Prior to the onset of ground disturbance activities, the project developer shall implement the following mitigation measure which entails nesting surveys and avoidance measures for sensitive nesting and MBTA species, and appropriate agency consultation.</p> <ul style="list-style-type: none"><li>Nesting habitat for protected or sensitive species:</li></ul> <p>1. Vegetation removal and construction shall occur between September 1 and January 31 whenever</p>	<p>Developer shall submit construction schedule (including grading</p>	<p>Review schedule and field survey report, and as necessary,</p>	<p>Plan check prior to issuance of a</p>	<p>Planning</p>		

ATTACHMENT NO. 1.13

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
feasible.	activities) as evidence of construction overlap with breeding season.	review and approve plans indicating construction limits	grading permit or demolition permit			
2. Prior to any construction or vegetation removal between February 15 and August 31, a nesting survey shall be conducted by a qualified biologist of all habitats within 500 feet of the construction area. Surveys shall be conducted no less than 14 days and no more than 30 days prior to commencement of construction activities and surveys will be conducted in accordance with California Department of Fish and Game (CDFG) protocol as applicable. If no active nests are identified on or within 500 feet of the construction site, no further mitigation is necessary. A copy of the pre-construction survey shall be submitted to the City of Huntington Beach. If an active nest of a MBTA protected species is identified onsite (per established thresholds), a 250-foot no-work buffer shall be maintained between the nest and construction activity. This buffer can be reduced in consultation with CDFG and/or U.S. Fish and Wildlife Service.	If construction occurs during relevant breeding, developer shall present a survey report (prepared by a consultant approved by the City) to the City prior to issuance of a grading permit. If nest are found, developer shall submit plans identifying nest locations and limits of construction activities	Perform periodic field check to ensure compliance	Prior to construction or site disturbance	Planning		
3. Completion of the nesting cycle shall be determined by a qualified ornithologist or biologist.						
<b>Cultural Resources</b>						
<b>MM 4.3-1:</b> If changes are proposed to properties or buildings listed in the City of Huntington Beach General Plan Historic and Cultural Resources Element and/or on any state or national historic register, the City shall require preparation of a report from a qualified architectural historian regarding the significance of the site/structure. Based on the results of the report, further mitigation, such as preservation, restoration, or salvaging of	Historic resources report prepared by qualified architectural historian	Review of site plan and building plans	Prior to project approval	Planning		

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
materials, shall be identified and implemented as recommended by a qualified architectural historian.						
<b>MM 4.3-2:</b> During construction activities, if archaeological and/or paleontological resources are encountered, the contractor shall be responsible for immediate notification and securing of the site area immediately. A qualified archaeologist and/or paleontologist approved by the City of Huntington Beach Planning Director shall be retained to establish procedures for temporarily halting or redirecting work to permit sampling, identification, and evaluation of cultural resource finds. If major archaeological and/or paleontological resources are discovered that require long-term halting or redirecting of grading, a report shall be prepared identifying such findings to the City and the County of Orange. Discovered cultural resources shall be offered to the County of Orange or its designee on a first-refusal basis.	Notes on grading plans	Review and approve grading plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
	Research design and recovery plan, if required	Review and approve research design and recovery plan	Throughout ground-disturbing activities	Planning		
<b>MM 4.3-3:</b> During construction activities, if human remains are discovered, work shall be halted and the contractor shall contact the City's designated representative on the project and the Orange County Coroner until a determination can be made as to the likelihood of additional human remains in the area. If the remains are thought to be Native American, the coroner shall notify the Native American Heritage Commission who will ensure that proper treatment and disposition of the remains occurs.	Notes on grading plans	Review and approve grading plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
<b>Geology and Soils</b>						
<b>MM 4.4-1:</b> Future development in the DTSP area shall prepare a grading plan, subject to review and approval by the City's development services departments, to contain the recommendations of the required final soils and geotechnical	Notes on grading plan and building plans	Review and approve grading and building plans for inclusion of soils and geotechnical	Plan check prior to issuance of a grading permit	Public Works/ Building and Safety		

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
report. These recommendations shall be implemented in the design of the project, including but not limited to measures associated with site preparation, fill placement, temporary shoring and permanent dewatering, groundwater seismic design features, excavation stability, foundations, soils stabilization, establishment of deep foundations, concrete slabs and pavements, surface drainage, cement type and corrosion measures, erosion control, shoring and internal bracing, and plan review.		recommendations				
Hazardous Materials						
MM 4.5-1: The City of Huntington Beach shall require a Phase One assessment on properties within the Downtown Specific Plan area, including properties utilized for oil production activities, proposed for development to assure that any hazardous materials/contaminated soils present on the property are identified and remediated in accordance with City specifications 422, 429 and 431-92. All native and imported soils associated with a project shall meet the standards outlined in City Specification No. 431-92 prior to approval of grading and building plans by the Huntington Beach Fire Department. Additionally, all work at a project site shall comply with the City's Public Works Department requirements (e.g., haul route permits).	Phase One assessment  Hold route permit	Review and approve grading and building plans for inclusion  Review traffic control/construction management plan	Plan check prior to issuance of a grading or building permit	Fire  Public Works	  	  
MM 4.5-2: In the event that previously unknown or unidentified soil and/or groundwater contamination that could present a threat to human health or the environment is encountered during construction in the project area, construction activities in the immediate vicinity of the contamination shall cease immediately. If contamination is encountered, a Risk Management Plan shall	Risk management plan and site health and safety plan, if required	Review and approve grading plans for inclusion	Plan check prior to issuance of a grading permit	Fire	  	  

ATTACHMENT NO. 1.16

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program					
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature Date
be prepared and implemented that 1) identifies the contaminants of concern and the potential risk each contaminant would pose to human health and the environment during construction and post-development and 2) describes measures to be taken to protect workers and the public from exposure to potential site hazards. Such measures could include a range of options, including, but not limited to, physical site controls during construction, remediation, long-term monitoring, post-development maintenance or access limitations, or some combination thereof. Depending on the nature of contamination, if any, appropriate agencies shall be notified (e.g., Huntington Beach Fire Department). If needed, a Site Health and Safety Plan that meets Occupational Safety and Health Administration requirements shall be prepared and in place prior to commencement of work in any contaminated area.					
<b>Hydrology and Water Quality</b>					
<b>MM 4.6-1:</b> Prior to issuance of any grading or building permits and/or prior to recordation of any subdivision maps, the applicant of any new development or significant redevelopment projects shall submit to the Department of Public Works a Water Quality Management Plan (WQMP) emphasizing implementation of LID principles and addressing hydrologic conditions of concern. WQMPs shall be in compliance with the current California Regional Water Quality Control Board (RWQCB) Santa Ana Region, Waste Discharge Requirements permit, and all Federal, State and local regulations.	Water Quality Management Plan (WQMP)	Review and approve WQMP and documentation	Plan check prior to issuance of grading permit	Public Works	_____
<b>MM 4.6-2:</b> Prior to issuance of any grading or building permits, a hydrology and hydraulic analysis shall be submitted to the	Hydrology and hydraulic analysis	Review and approve analysis and documentation	Plan check prior to issuance of	Public Works	_____

ATTACHMENT NO. 1.17

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
Department of Public Works for review and approval (10-, 25-, and 100-year storms and back-to-back storms shall be analyzed). In addition, this study shall include 24-hour peak back-to-back 100-year storms for onsite detention analysis. The drainage improvements shall be designed and constructed as required by the Department of Public Works to mitigate impact of increased runoff due to development, or deficient, downstream systems. Design of all necessary drainage improvements shall provide mitigation for all rainfall event frequencies up to a 100-year frequency.			grading permit			
<b>MM 4.6-3:</b> Prior to the issuance of any grading or building permits for projects that will result in soil disturbance of one or more acres of land, the applicant shall demonstrate that coverage has been obtained under California's General Permit for Stormwater Discharges associated with construction activity by providing a copy of the Notice of Intent (NOI) submitted to the State Water Resources Control Board and a copy of the subsequent notification of the issuance of a Waste Discharge Identification (WDID) Number. Projects subject to this requirement shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) conforming to the current National Pollution Discharge Elimination System (NPDES) requirements, which shall be submitted to the Department of Public Works for review and acceptance. SWPPPs shall be in compliance with the current NPDES General Permit for Storm Water Discharges associated with construction activity.	Notice of Intent (NOI) and Waste Discharge Identification (WDID)  Storm Water Pollution Prevention Plan, if required	Review documentation	Plan check prior to issuance of a grading or building permit	Public Works		
<b>MM 4.6-4:</b> Prior to the issuance of a building permit, the developer or applicant shall submit detailed Landscape Architectural plans by a State Licensed Landscape Architect that	Landscape plans	Review landscape plans	Plan check prior to issuance of a building permit	Public Works/ Planning		

ATTACHMENT NO. 1.18

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
shall include a designed irrigation system that eliminates surface runoff and meets the City's Water Efficient Landscape Ordinance (MC-14.52) requirements and a detailed planting plan that specifies appropriate California Native and other water conserving plants materials. In addition, there shall be a maintenance program submitted that addresses the use of fertilizers and pesticides to meet the requirements of the City Integrated Pest Management, Pesticide and Fertilizer Management Guidelines, the Water Quality Management Plan, and the County Drainage Area Master Plan. These plans shall be reviewed and approved by the City of Huntington Beach Public Works and Planning Departments. The landscaping shall be installed and maintained in conformance with the approved plan, the maintenance program and the City Zoning and Subdivision Ordinance requirements.						
<b>MM 4.6-5:</b> Prior to the issuance of a building permit, the developer shall submit to the City Department of Planning for approval a plan outlining specific planning measures to be taken to minimize or reduce risks to property and human safety from tsunami during operation. Planning measures could include but would not be limited to the following: <ul style="list-style-type: none"><li>• Provision of tsunami safety information to all project residents and businesses, in addition to posting in public locations on site;</li><li>• Identification of the method for transmission of tsunami watch and warnings to residents, business owners and people on site in the event a watch or warning is issued;</li></ul>	Tsunami risk management plan	Review plan and documentation	Plan check prior to issuance of a building permit	Planning		

ATTACHMENT NO. 1.19

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<ul style="list-style-type: none"> <li>Identification of an evacuation site for persons on-site in the event of a tsunami warning.</li> </ul>						
<b>Noise</b>						
<b>MM 4.8-1:</b> Noise attenuation devices shall be used on all construction equipment, and construction staging areas shall be located as far as possible from any residences or other noise sensitive receptors.	Contract language and notes on grading and building plans	Review and approve contract specifications, grading and building plans for inclusion	Plan check prior to issuance of a grading permit	Planning		
<b>MM 4.8-2:</b> Prior to issuance of building permits for residences located within the 65 CNEL noise contour, a detailed noise assessment with noise reduction measures specified shall be prepared to show that noise levels in those areas will not exceed the 65 CNEL outdoor noise criteria. Prior to issuance of permits, a detailed noise assessment with noise reduction measures specified shall be prepared to show that noise levels in the residences will not exceed the 45 CNEL indoor noise standard. The assessment will be based on the architectural plans for each specific project. The reports by a qualified acoustical consultant and shall document the sources of noise impacting the areas and describe any measures required to meet the standard. These measures will be incorporated into the project plans. The report shall be completed and approved by the City prior to issuance of building permits.	Detailed noise assessment prepared by a qualified acoustical consultant	Review noise assessment and ensure measures are incorporated into submitted plans	Plan check prior to issuance of a residential building permit	Planning		
<b>MM 4.8-3:</b> Prior to issuance of building permits, a detailed noise assessment shall be prepared for mixed-use and commercial projects within 50 feet of any residence to ensure that these sources do not exceed the City's Noise Ordinance limits. The assessment shall be prepared by a qualified acoustical engineer and shall document the noise generation characteristics of the	Detailed noise assessment prepared by a qualified acoustical consultant	Review noise assessment and ensure measures are incorporated into submitted plans	Prior to project approval	Planning		

ATTACHMENT NO. 1.20



## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
proposed equipment and the projected noise levels at the nearest residential use. Compliance with the City's Noise Ordinance shall be demonstrated and any measures required to comply with the Noise Ordinance and reduce impacts to less-than-significant levels shall be included in the project plans. The report shall be completed and approved by the City prior to issuance of project approval.						
<b>Public Services</b>						
<b>MM 4.10-1:</b> New construction within the Downtown Specific Plan Area shall be designed to provide for safety measures (e.g., alarm systems, security lighting, other on-site security measures and crime prevention through environmental design policies) and subject to the review and approval of the City Planning Department and Huntington Beach Police Department.	Building plans notes and details	Review and approve building	Plan check prior to issuance of a building permit	Planning/Police		
<b>MM 4.10-2:</b> Subject to the City's annual budgetary process, which considers available funding and the staffing levels needed to provide acceptable response time for fire and police services, the City shall provide sufficient funding to maintain the City's standard, average level of service through the use of General Fund monies.	Annual City budget	Review budget and staffing levels needed for fire and police services	Annual City budget process	Police/Fire		
<b>Transportation/Traffic</b>						
<b>MM 4.12-1:</b> Prior to Year 2020, one of the following mitigation measure options shall be implemented if the pedestrian - only phase is implemented:						

ATTACHMENT NO. 1.21

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<ul style="list-style-type: none"><li>Implement time-of-day signal timing options that would implement the pedestrian-only phase during peak pedestrian flow periods, such as summer weekends and special event days, and eliminate the pedestrian-only phases during the morning and evening commute peak periods. (Note: While this option would have the benefit of facilitating peak pedestrian traffic flows during peak activity periods, it would also result in additional delay for vehicular traffic movements during these same peak activity periods.)</li><li>If the proposed pedestrian-only phase were to be implemented, and operational at all times, including the AM and PM commute peak periods, in order to achieve an acceptable Level of Service, a second southbound left-turn lane from Pacific Coast Highway onto 1PstP Street and a second southbound left-turn lane from Pacific Coast Highway onto 6PthP Street would be needed to mitigate the impact of the proposed pedestrian-only phases. This improvement at either intersection would involve roadway widening and right-of-way acquisition on Pacific Coast Highway, and would require Caltrans coordination and approval, and may be found to not be feasible.</li><li>Removal of the pedestrian-only phase altogether (which would mean not implementing the DTSP recommendation) would improve the Level of Service at both intersections to LOS D or better in both peak hours.</li></ul>	<p>Capital Improvement Program budget</p> <p>CIP budget</p> <p>Caltrans encroachment permit</p>	<p>CIP budget review and implementation</p> <p>CIP budget review and implementation</p>	<p>Prior to Year 2020 or 2030, whenever improvement is implemented</p> <p>Prior to Year 2020 or 2030, whenever improvement is implemented</p> <p>If neither mitigation option is implemented, removal of pedestrian – only phase altogether would eliminate</p>	<p>Public Works</p> <p>Public Works</p>		

ATTACHMENT NO. 1.22

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
			sig. impact			
<b>MM 4.12-2:</b> Prior to Year 2030, one of the following mitigation measure options shall be implemented:						
<ul style="list-style-type: none"><li>Implement right-turn overlap signal phasing for southbound Goldenwest Street. This would bring the PM peak hour to LOS D. A right-turn overlap for southbound Goldenwest Street would require that u-turn movements on eastbound Pacific Coast Highway be prohibited.</li></ul> <p>AND</p>	Capital Improvement Program budget Street Improvement plans	CIP budget review and implementation	Prior to Year 2030	Public Works		
<ul style="list-style-type: none"><li>Provide two eastbound and westbound through lanes on Orange Avenue. This would achieve Level of Service D in the evening peak hour. This improvement would require the removal of street parking on both sides of Orange Avenue on either side of Lake Street.</li></ul> <p>AND/OR</p>	Capital Improvement Program budget Street Improvement plans	CIP budget review and implementation	Prior to Year 2030	Public Works		
<ul style="list-style-type: none"><li>Installation of a signal at this intersection would achieve acceptable Level of Service operation.</li></ul>						

ATTACHMENT NO. 1.23

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<b>Utilities and Service Systems</b>						
<b>MM 4.13-1:</b> To ensure that there are no adverse impacts associated with the future Downtown Specific Plan development projects during construction, Applicant/developer/ builder/contractor shall coordinate with utility and service organizations prior to the commencement of construction. A separate water supply assessment will be required for individual projects at the time the project is submitted to the City.	Grading and building plans notes and details  Project water supply assessment	Review and approval of grading and building plans  Review and approval of water supply assessment	Prior to start of construction	Public Works	_____	_____
<b>MM 4.13-2:</b> Individual development projects within the Downtown Specific Plan Area will require connections to existing water, sewer, and utility lines in the City and may require construction of new water pipeline facilities. All connections to existing water and wastewater infrastructure will be designed and constructed per the requirements and standards of the City of Huntington Beach Public Works Department. Such installation shall be coordinated, reviewed, and approved by the appropriate City departments and applicable agencies.	Grading and building plans notes and details	Review and approval of grading and building plans	Prior to start of construction	Public Works	_____	_____
<b>MM 4.13-3:</b> Each development project is required to implement separate water conservation measures that support major water conservation efforts. The following water saving technologies can be implemented on a project basis to comply with statewide water goals and water conservation measures that can further assist in meeting the 20% reduction goal. <ul style="list-style-type: none"> <li>Waterless urinals should be specified in all public areas, including restaurants and commercial bathrooms.</li> <li>Low-flush toilets should be installed in all new</li> </ul>	Building plans and landscape plans notes and details	Review and approval of landscape plans and building plans	Prior to issuance of building permits	Public Works	_____	_____

ATTACHMENT NO. 1.24

## 1.2 Mitigation Monitoring and Reporting Matrix

Mitigation Monitoring and Reporting Program						
Mitigation Measure	Implementation Documentation	Monitoring Activity	Timing	Responsible Monitor	Compliance Verification Signature	Date
<p>residential units and encouraged through rebates or other incentives in existing homes.</p> <ul style="list-style-type: none"> <li>Low-flow shower heads and water faucets should be required in all new residential and commercial spaces and encouraged in existing developed properties.</li> <li>Water efficient kitchen and laundry room appliances should be encourage through rebates for both residential and commercial units.</li> <li>Landscaping should be completed with drought tolerant plants and native species.</li> <li>Irrigation plans should use smart controllers and have separated irrigation meters.</li> </ul>						
<p><b>MM 4.13-4:</b> As individual development occurs within the Downtown Specific Plan area, additional hydraulic studies shall be performed to verify that water pipes will adequately support each specific project. A sewer study shall be prepared for Public Works Department review and approval. A fourteen (14) day or longer flow test data shall be included in the study. The location and number of monitoring test sites, not to exceed three, to be determined by the Public Works Department.</p>	Hydraulic study and sewer study	Review and approval of hydraulic study and sewer study	Prior to issuance of building permits	Public Works		
<p><b>MM 4.13-5:</b> As individual development occurs within the Downtown Specific Plan Area, each development shall be required to pay for the development's fair share of infrastructure improvements to electrical systems per Southern California Edison requirements.</p>	Proof of payment of fair share of electrical systems infrastructure improvements	Review and approval of building plans	Prior to issuance of building permits	Public Works		

ATTACHMENT NO. 1.25

# ATTACHMENT NO. 2

## FINAL EIR

## NOT ATTACHED

Available for Review at the Planning Department  
City Hall – 3<sup>rd</sup> Floor

And on the City's website:

<http://www.surfcity-hb.org>

/Government/Departments/Planning/major/DTSP.cfm